

CLUB
SCOTCH WHISKY
BEST VALUE IN THE MARKET
\$13.50 per Dozen.
H. PRICE & CO.,
12, Queen's Road.

The China Mail

ESTABLISHED 1845.

MUNICH
DARK BAVARIAN
BEER
1 Cask or 4 Doz. qts \$14.00
1 " " 6 Doz. pds 14.50
H. PRICE & CO.,
12, Queen's Road.

No. 12,293.

一月廿八日一千九百零八年

HONGKONG, THURSDAY, AUGUST 21, 1902.

日八月廿七日壬

PRICE, \$2.50 Per Month

AGENTS FOR THE CHINA MAIL,
LONDON.—E. ALGAR, 11 & 12, Clement's
Lane, Lombard Street, E.C. STREET
& CO., 39, Cornhill. GORDON &
GOTCH, Ludgate Circus, E.C. BATES
HENDY & CO., 21, Cannon Street, E.C.
SAMUEL DEACON & CO., 160 & 164,
Leadenhall Street. W. M. WILSON,
161, Cannon Street, E.C. ROBERT PEARCE,
160, Fleet Street. C. MICHELL & CO.,
Shore Hill. HOBSON VIVIAN, E.C.
SHEA'S AGENTING AGENCY LTD., 167,
Metcalfe Street, E.C.
PARIS AND EUROPE.—MAYERSON,
Fauve & Co., 18 Rue de la Grange
Bateliere.
NEW YORK.—THE CHINESE EVANGELIST
OFFICE, 52, West 22nd Street.
SAN FRANCISCO AND AMERICAN PORTS
generally.—BRAY & BLACK, San Fran-
cisco.
AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—GORDON & GORCUM, Mel-
bourne and Sydney.
CEYLON.—W. N. SMITH & CO., The
AUGUSTA, Colombo.
PATAVIA.—J. VAN DORN & CO.,
SINGAPORE, STRAITS, &c.—KEILS &
WALSH, Ltd., Singapore.
PHILIPPINE ISLANDS.—A. S. WAT-
SON & CO., Manila.
CHINA.—MUNIC. A. DE MELLO, Amoy.
N. MAEDA & CO., LIMITED, Fuzhou.
BROCKETS & CO., Shanghai, Lanzi.
CRAWFORD & CO., and KELLY &
WALSH, Yokohama, Lanzi, Chaweng.
& CO., and KELLY & WALSH.

Wanted.

WANTED

SOME Good CRANE DRIVERS, men
who have been accustomed to driving
both Loco and Steam DERRICK CRANES.
Apply, in writing, with copies of testi-
monials to
No. 19, Care of "China Mail" Office.
Hongkong, August 19, 1902. 1710

WANTED

A RESPECTABLE and TRUST-
WORTHY European as ASSIST-
ANT FOREMAN of a Brick Yard. One
with some previous knowledge of Brick
making or Engineering preferred.
Apply by letter to "R.",
Care of "China Mail" Office.
Hongkong, August 19, 1902. 1705

SITUATION WANTED.

BY a YOUNG ENGLISHMAN having
had Three Years' Experience in Sim-
pling and Insurance Offices. No objection
to come ports.
Apply "X. Y. Z.",
Care of this Paper.
Hongkong, July 29, 1902. 1709

BRITISH NORTH BORNEO.

WANTED.

A N EXPERIENCED FOREMAN for a
Government Timber Mill. Must be
thoroughly acquainted with the erection
and management of Timber-cutting Ma-
chinery. Forward copies of recent testi-
monials, and state salary require-
ment. To DIRECTOR OF PUBLIC WORKS,
SANDAKAN.
Hongkong, February 3, 1902. 258

Intimations.

STRAYED.

A WHITE BULL TERRIER DOG,
with brown spot left ear; wearing
collar and name plate, with the name
J. ROSS, H.K.W.W., thereon. Answers
to the name of "Ginger." A reward will
be paid to anyone bringing same to
Sergeant GERRARD,
Govt. House.
Hongkong, August 20, 1902. 1717

BOARD AND RESIDENCE.

TANG YUEN,
MACDONELL ROAD, from 15th Jan-
uary. Large, airy, and well-furnished
Rooms. Uninterrupted View of Har-
bour.
Apply on Prentiss or FAIRALL & CO.,
Queen's Road.
Hongkong, January 9, 1902. 95

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING.
LANE, CRAWFORD & CO., Hongkong.
Sole Agents.

Business Notices.

W. S. BAILEY & CO.
Engineers, Shipbuilders, Boilermakers,
Blacksmiths, and Brass and Iron Founders.

COAST AND RIVER STRAMERS, STEAM WATER BOATS, LIGHTERS,
TUGS AND FAST STEAM-LAUNCHES.

Pumps, Piping, General Stores and Engineers' Tools of Every Description.

OFFICES & SALES-ROOMS,
66 QUEEN'S ROAD CENTRAL,
Kowloon Bay.

W. S. BAILEY, Managing Director
E. O. MURPHY, Assistant Manager.

CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK,
PLANS, Specifications and Tenders.

Consulting and Superintending Engineers and Surveyors. 1733

TONNE

FOR
DENGUE FEVER.

WATKINS, LIMITED,

APOTHECARIES HALL,

66 QUEEN'S ROAD CENTRAL,
HONGKONG.

NOTICE.

WE, the Undersigned, Executors of the Estate of the late Mr. AUGUSTO JOSE PO ROZARIO, Deceased, carrying on business under the style of "ROZARIO & CO.", hereby give Notice to all Persons who may be in Possession of any Goods or Merchandise belonging to the late Mr. JOAO JOAQUIM LEIRIA to Sign the name of the Firm of ROZARIO & CO, and to CARRY ON the business as heretofore.

LUIZ CARLOS do ROZARIO,
JOAO JOAQUIM LEIRIA.
Hongkong, 20th August 1902. 1719

NOTICE.

I HAVE This Day established myself as
Bill and Bullion Broker.
ALBERT W. SCHELLHAAS.

Hongkong, August 29, 1902. 1708

THE VICTORIA DISPENSARY.

NOTICE is hereby given that Mr. EDWARD LANGLEY has CEASED
to be connected with our business.

Mr. SOUTHEY KENT has been APPOINTED
OUR REPRESENTATIVE FOR THE HAR-
BOUR AND SHIPPING BUSINESS and all orders
committed to his charge will receive im-
mediate attention.

THE VICTORIA DISPENSARY,
J. R. CAPELL,
Manager.

Hongkong, August 4, 1902. 1621

ZETLAND HOUSE.

No. 10, QUEEN'S ROAD CENTRAL,
SUPERIOR ACCOMMODATION.

MEALS AT ALL HOURS.

BREAKFASTS, TIPPINGS, TEAS,
DINNERS AND SUPPERS.

Moderate Charges.

MRS. WATLING,
Proprietress.

Hongkong, May 29, 1902. 1144

STEAMSHIP "TINGSANG" GENERAL
AVERAGE.

NOTICE IS HEREBY GIVEN that
all Claims for damage to Cargo, and
for Cargo short received, must be submitted
to the Adjuster Mr. F. S. FULCHER
of the China Traders' Insurance Co.,

Hongkong, on or before the 15th Septem-
ber next, after which date no Claims will
be recognised.

JARDINE, MATHEWS & CO.,
General Managers.

INFO-CHINA S. N. CO., Ltd.

Hongkong, August 14, 1902. 1677

THE EUROPEAN BAKERY CO.,
142, PHAYA EAST, HONGKONG ;
33, ELGIN ROAD, KOWLOON.

THE EUROPEAN BAKERY CO.
P.A.Y. respectfully inform the public
that they are now preparing to supply all
kinds of Bread, Cakes, Fancy Biscuits, &c.
to their customers both in Hongkong and
to their customers both in Hongkong and
Kowloon. Our Bread is made of German
yeast and best flour, and is the best Bread
that has ever been made in this Colony.
Its beautiful taste and smell has no equal.

The work is under German supervision,
and persons can be insured to have whole-
meal and well-baked Bread as they had
before. All our Bread will be stamped
P.A.Y.

Sample free on application to the above
address.

Price ... Seven Cents per Pound.

Hongkong, August 19, 1902. 1702

BOVRIL

To be obtained at all Stores, Chemists,
Hotels, &c. throughout Hongkong, China
and Japan.

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

4 PHAYA CENTRAL
NEAR THE ENGINEERS' INSTITUTE.

PACKING OF EVERY DESCRIPTION,

BOILER COMPOSITION,

ENGINE AND OTHER OILS,

ALWAYS KEPT IN STOCK.

ALL ARTICLES OF FIRST-CLASS QUALITY.



BRADLEY & Co., Managers.

2102

A 5 or 10 Catty Box con-
stitutes one of the most
acceptable Presents to those
at Home.



LANE, CRAWFORD & Co.

ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED
FOOCHOW TEA.

PRICES.

Including Freight Duty and Delivery to any address in the East & Kingdom.

Per 10 Catty Box, \$17.50
Per 5 Catty Box, \$10.00

THE HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.

NEWLY-FURNISHED ROOMS.

TWO ELEVATORS.

NEW REFRIGERATING PLANT.

BEST QUALITY LIQUORS & PROVISIONS.

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD

HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland;
devoid absolutely of all deleterious matter.

THE CREME DE LA CREME OF
WHISKIES,
PURE AND MILD.

Sole Importers.

F. BLACKHEAD & Co.

MUSIC LESSONS.

MR. L. A. GRACA receives Pupils for
the VIOLIN, MANDOLINE and
GUITARRA.

For Terms, Etc., apply to THE STUDIO

ELGIN VILLA,
No. 19, CAINE ROAD.

Hongkong, December 27, 1901. 2263

BOARD AND RESIDENCE.

EXCELLENT View of Harbour. Ten
Minutes' Walk from Clock Tower.

Apply to HADDINGTON HOUSE,
KENNINGTON ROAD.

(Opposite Union Church).

Hongkong, August 7, 1902. 1648

NOTICE.

WE HAVE THIS DAY been appointed
AGENTS FOR HONGKONG

for the

Taiwan Stone and Shell
Lime Factory, Macau.

These limes have been tested by experts,
and found to be superior to any other found
in China. All houses should be lime-washed
with this lime, which gives an air of sweet-
ness and kills vermin. It is a decided
check on Fleas, and is good for dogs;
and it is admirable for Building Purposes,
having been tested and found to give 60 to
70 lbs to the square inch breaking strength.

Orders will be received and Testimonials
can be seen and Prices Quoted on applica-
tion to

C. E. WARREN & CO.,

39 Des Voeux Road Central.

Hongkong, June 16, 1902. 1273

COSMOPOLITAN
HOUSE.

With Excellent Board and Lodging
at moderate terms.

No. 34, Queen's Road Central,
HONGKONG.

KWONG SAM YU,
Proprietor.

Hongkong, July 8, 1902. 1419

Business Notices.

GREEN ISLAND CEMENT CO., LTD.
Portland Cement.

THURSDAY, AUGUST 21, 1902.

THE CHINA MAIL.

LATE TELEGRAMS.

A Johannesburg Representative Association.

London, August 7.—A meeting is to be held at Johannesburg to organize a representative body which, in the absence of representative institutions, will be able to speak authoritatively on all matters of public interest.

Imperialistic Speech by the Colonial Secretary.

August 2.—Mr Chamberlain and Lord Kitchener have been presented with the freedom of the Grocers' Company.

A Banquet was given to them last evening. In his speech Mr Chamberlain said that Lord Milner was a great administrator and well qualified to complete the work of Lord Roberts and Lord Kitchener. He said it would be the duty of Lord Milner that when he came to Africa he would contribute to the foundation of freedom in South Africa. Mr Chamberlain said he foresaw in reorganization of newly-acquired territories something which would make the Empire something more than a mere geographical expression. The first duty of the century was to substitute everywhere in the Empire a broad imperial patriotism for a provincial spirit tending to separation and to disintegration. He anticipated great results in this direction from the Colonial Conference. There were only two avenues towards Imperial unity, namely, Imperial Defence or Imperial Trade.

Central Africa.

August 5.—In the Debate on the Central African vote, Lord Craiborne stated that the Foreign Office had not abandoned the hope of amalgamating Uganda and British East Africa. He referred to admit that the prosperity of British Central Africa was waning.

The Last of the "Dreadnought."

Calcutta, August 7.—The steamer *Dreadnought*, in command of coal for Sumatra, with Vice-Admiral Sir George E. Callaghan in charge, when leaving Calcutta yesterday morning, struck on a shoal at the Piplerbar crossing, below Garden Reach, and in two minutes turned turtle. The third engineer, named Michael Robinson, and thirteen of the native crew were drowned.

The *Dreadnought* is now submerged, and will become a total wreck.

Chief Officer Dunphy interviewed states that on the ship striking she turned over with her masts and funnel under water. Most of the native crew were ashore. The Europeans clinging to the side of the ship were fortunately able to get the seaward boat about twenty minutes after the striking.

Mr Dunphy comments strongly on the inhuman conduct of a river steamer, which passed close by and rendered assistance. The same charge is made against native boatmen; but it cannot differ. A heavy barge ran up the river just after the time of the wreck, rendering the river dangerous.

The *Dreadnought* was drawing 25 feet 10 inches; and the channel, surveyed on the previous day, showed 28 feet. It is supposed that a fresh barge suddenly formed.

Captain Arthur Lomax deserves his statement for the cause of Inquiry. He was the last to leave the ship.

The number of lost is not yet certain.

Mr Lyte, the Second Officer; Mr Robson, the Chief Engineer; and Mr Playte, Second Engineer, are safe.

TEN BOLD ASSERTIONS.

REGARDING CHAMBERLAIN'S COLONIAL AND DIPLOMATIC REMEDY.

- It affords quick relief in cases of colic, cholera, diarrhoea and pains in the stomach.
- It never fails to effect a cure in the most severe cases of dysentery and diarrhoea.
- It is a sure cure for chronic diarrhoea.
- It can always be depended upon in cases of cholera infantum.
- It cures epidemic dysentery.
- It prevents bilious colic.
- It is prompt and effective in curing all bowel complaints.
- It never produces bad results.
- It is pleasant and safe to take.
- It has saved the lives of more people than any other medicine in the world.

There are bold assertions made regarding any medicine, but there is abundant proof of every one of the above statements concerning this remedy. Every household should have a bottle at hand. Get it today. It may save a life. For sale by All Dealers; WATKINS LTD., General Agents.

Dentistry.**DENTISTRY.**

SUI SANG,
Late Practising with Dr. I. SAKATA
DENTIST,
No. 4, Queen's Road Central.
Hongkong, January 1, 1898.

MR. CHADWICK KEW,
DENTAL SURGEON,
39, QUEEN'S ROAD CENTRAL.
OFFICE HOURS: 9 A.M. TO 5 P.M.
Hongkong, March 18, 1902. 585

SIEU TING,
Surgeon Dentist,
No. 14, D'ARCY STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1902. 628

DENTISTRY.
AMERICAN SYSTEM—
WONG HO-MI,
SURG. DENTIST.
TERMS MODERATE.
CONSULTATION FREE.
50, Queen's Road Central.
Hongkong, October 3, 1899. 1902

A RAMBLE THROUGH SOUTHERN FORMOSA:
By G. TAYLOR, I. M. Customs.
With Woodcuts.

(Reprinted from the *China Review*.)

One of the Best Sketches of Formosa Life yet written.

Price \$1.00.
CHINA MAIL Office, 5 Wyndham Street, Hongkong.

FROM MAKER TO USER.

We beg to inform you that we have established a retail store for the sale of the **LATEST IMPROVED SINGER SEWING MACHINE**, No. 3a, Wyndham Street, and shall be pleased to serve you when you need a first class **SEWING MACHINE**.

We manufacture Sewing Machines for every stitching process for cloth or leather, FAMILY or MANUFACTURERS' use.

We will employ a full corps of expert operators and instructions will be given Free of Charge.

Machines will be sold for cash or on monthly payments, and we will take your OLD MACHINE in part payment for a NEW ONE.

We will at all times be prepared to rent machines and special attention will be given to repairing.

A full supply of Needles and Oil always on hand at low prices.

Promiscuity constitutes a strong safeguard to the purchaser of a SINGER SEWING MACHINE, and we are IN CHINA TO STAY.

Please remember that there are no genuine Singer Machines made in Germany.

THE SINGER MANUFACTURING COMPANY,
Offices in every City in the World.

Hongkong, July 22, 1902. 1528

**ASK FOR DROZ & CO.'S LEVER WATCHES and CHRONOGRAPHS.**

Best Value, compatible with Good Workmanship.

All Watches Guaranteed.

TRADE MARKS:

BERNA, MAXIM.

Watches and Clocks repaired by Competent EUROPEAN EXPERTS.

DROZ & CO.

No. 10, Queen's Road Central.

589

TAKE HOLLOWAY'S PILLS
For Indigestion, Heartburn,
Biliousness, Jaundice,
and all Complaints of the Liver and Kidneys.
THEY ARE INVALUABLE
FOR THE USE OF FEMALES.

Manufactured only at 78, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

E.I.

UNTOUCHED BY HAND.
MELLIN'S FOOD
For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

Milkmaid
BRAND
Milk
Guaranteed
Full Cream.
TRADE MARK
Largest Sale in the World.

Hotels.**NEW VICTORIA HOTEL.****ROTISSEUR.****Meals à la Carte.**

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Bills at Moderate Rates.

Madar & Farmer, Proprietors.

Hongkong, May 1, 1899. 1787

HOTEL CRAIGIEBURN.**PLUNKET'S GAP, THE PEAK.**

near the TRAM TERMINUS. TELEPHONE 56.

For Terms, Apply to the MANAGER. 711

THE WAVERLEY HOTEL.**ICE HOUSE STREET, HONGKONG.****A First-Class Private Family Hotel.**

Hongkong, December 18, 1900. 2639

HANDSOMELY FURNISHED and Exceedingly Spacious Rooms.

Very MODERATE TERMS to FAMILIES by the DAY or MONTH.

Hongkong, December 18, 1900. 2639

Pelham House, FAMILY HOTEL.

WYNHAM STREET.

M. MOORE, Proprietors.

945

THE QUEEN'S HOTEL,

ELGIN ROAD, KOWLOON.

THREE minutes' walk from the Star Ferry-buoy, and seven minutes by Ferry-buoy from the City of Victoria.

A First-class Hotel, with charming very airy Bed-rooms.

Every Room by Special Arrangement.

Most perfect military arrangements.

Food both in European and Eastern styles.

H. RUTTNER, Proprietor.

Hongkong, March 3, 1902. 458

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers discharge Passengers and Freight which there is a regular Army service to Hongkong.

Play Cards and Billiards.

The Cuisine is Excellent.

J. W. OSBOURNE, J. H. DOWNS, Proprietors.

Hongkong, September 6, 1901. 570

ADVERTISE**ADVERTISE****ADVERTISE****The Life of Trade.**

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

Established over Half-a-Century.

THE China Mail

POPULAR & LEADING PAPER.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at.
Abercromby	despatch-vessel	1700	—	3000	Comdr. Seymour E. Eskeine	
*Albion	battle-ship, 1st class	12,050	16	13,500	Commander Walter Carey	Japan
Algernon	cruiser, 1st class	1050	6	1400	Capt. Tai-Win	Singapore
Amphitrite	cruiser, 2nd class	11,090	16	18,000	Captain J. Starlin	Weihaiwei
Argonaut	cruiser, 1st class	4300	10	5000	Captain H. Cherry	Shanghai
Blenheim	cruiser, 1st class	9000	16	13,000	Captain F. H. Henderson	Hangchow
Bramble	gunboat, 1st class	710	6	1300	Lieut.-Cdr. F. M. Leake	Taku
Britannia	gunboat, 1st class	710	6	1300	Captain H. M. Tudor	Nankow
Crossley	cruiser, 1st class	390	—	300	Captain R. H. S. Stokes	Anoy
Eloise	g-h.t. 3rd class coast defence	1070	6	4000	Comdr. J. G. Graham	Hongkong
Esquadrille	sloop	360	6	5700	Fleet Reserve	
Fame	torpedo boat-destroyer	1580	12	3200	Lt.-Comdr. G. B. Powell	
Fairwind	cruiser, 3rd class	455	4	360	Re-building	
Glory	gunboat, 2nd class	12,050	16	13,500	Comdr. C. M. Flenderup	
Gothic	battle-ship, 1st class	12,550	16	13,500	Captain W. G. White	
Handy	torpedo boat-destroyer	275	6	4000	Lt.-Comd. C. V. Mansel	
Hart	torpedo boat-destroyer	275	6	4000	Fleet Reserve	
Humber	torpedo boat-destroyer	1640	—	800	Comdr. J. D. Dunstan	
Iphigenia	cruiser, 2nd class	250	6	9000	Fleet Reserve	
Janus	torpedo boat-destroyer	—	4	300	Lt.-Comdr. G. B. Powell	
Kinsha	river gunboat	180	2	800	Re-building	
Moorsby	sloop	980	10	1400	Comdr. G. M. Flenderup	
Mutine	battle-ship, 1st class	1				

THE CHINA MAIL.

THURSDAY, AUGUST 21, 1902.

TELEGRAMS.

[REUTER'S SERVICE.]

LONDON, August 19, 1902.

THE FLEET DISPERSED.

The Japanese and other foreign warships, assembled for the Coronation review at Spithead, have sailed homewards.

ANOTHER VOLCANIC DISASTER.

The whole of the population of Guano Islands, consisting of 150 persons, in the Torishima group to the northward of Bonin Islands, South-East of Japan, have been overwhelmed by a volcanic eruption.

THE ST. LÉGER.

The scratching of Ard Patrick for the St. Léger is denied.

THE DISTURBANCES IN FRANCE.

Another French officer has been imprisoned in a fortress for refusing to participate in the expulsion of nuns from Douronnez, Brittany.

THE SHAB IN LONDON.

A State banquet has been given in honour of the Shah of Persia at Buckingham Palace.

[FROM MANILA EXCHANGES.]

U.S. OFFICER SHOT.

New York, August 13.

Aimée White, the widow of 8th Infantry man, Hayes, met and shot Lieutenant Clinton on New York Avenue, Washington, for alleged cruelty to her late husband.

UNITED STATES AND CUBA.

President Roosevelt has called an extra session of the Senate for November, to consider the Cuban Reciprocity Bill.

A GENERAL'S DEFENCE.

General "Jacky" Smith is preparing a defensive report of his operations in the Philippines. He will contest his compulsory retirement.

A SCANDALOUS ACCUSATION.

The *Union Español*, a Spanish daily published in Havana, has published a scurrilous article charging Mrs Squiers, wife of the American Minister to Cuba, with intoxication.

[Under date of August 7 the Associated Press dispatches stated that Mr Squiers had complained to the Cuban government that his wife had been insulted by the police while on a visit to the wife of the French Minister. As a result two police men were discharged, three suspended and it was believed the incident was closed. This may reopen the whole matter. Mr and Mrs Squiers were in Peking during the Siege of the Legations.]

NEW STEAMER FOR THE AUSTRALIAN TRADE.

The *Glasgow Herald* of the 5th inst says:—Messrs William Beardmore & Co. (Limited), Gorran, launched yesterday a steel screw steamer of 5000 tons for the Eastern and Australian Steamship Company, London. The vessel has been specially designed to suit the requirements of the company's service between Australia, China, and Japan, and although intended to carry a large cargo she will also maintain a good speed at sea, and will have very superior accommodation for time and second class passengers. The vessel's dimensions are: Length, 400ft; breadth, 48ft; depth, 20ft, 5in.; with a top-gallant forecastle and bridge, full poop and shade deck amidships. The vessel is constructed of steel and the hull is intense, the thermometer registering as low as 78deg below zero. Leaving Varkhuyansk, we set out for Kolymsk. On this journey we again pass reindeer. The stations are often 200 miles apart, but we covered the distance in three weeks. At Kolymsk we found the inhabitants suffering from a famine, and no food was to be obtained. Consequently, we had to leave for Bering quite unprepared. The lot of political offenders at Kolymsk is pitiable. There had been four suicides and three had gone mad in two years. We were the first persons to visit them for 30 years. On the journey from Kolymsk to Bering our party suffered greatly from hunger and exposure. We met no natives for 500 miles, found very little driftwood, and were unable to make a fire. We slept in tents with the temperature 40deg below zero. For 21 days we lost our way: we were badly frozen and suffered greatly from hunger. The Chukches were unfriendly until we were near the Straits. The journey from Kolymsk, which was made in a sleigh drawn by dogs, occupied seven weeks. We then remained for five weeks at East Capo, where we had a bad time. Owing to the drunken crew indulged in by the Chukches, we came into collision with these people, in the course of which one white man and two natives were killed. Finally, we were taken off by the cutting *Theba*, which landed us on the ice five miles from the shore, at Cape Prince of Wales. The ship was quite unapproachable for the ship. It was a perilous passage of four hours over floes and open water. We landed in America on June 19, just six months after leaving Paris. The railway project is quite feasible, except for the mountains of Varkhuyansk.

Mr De Windt's Expedition.

Reuter's representative at Dawson City

has received the following details of the

Expedition conducted by Mr Harry de Windt.—Our journey from Iekutsk to

Vakutsk, which was accomplished by means

of horses, occupied a month, and was con-

ducted difficult by the ice in the River Lena.

From Vakutsk we proceeded to Vork-

huyansk, using reindeer for transport.

This section of the journey occupied three weeks.

Our road lay over precipitous mountains,

and the cold was intense, the thermometer

registering as low as 78deg below zero.

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Kolymsk to Bering our party suffered

greatly from hunger and exposure.

We met no natives for 500 miles, found

very little driftwood, and were unable to

make a fire.

We slept in tents with the temper-

ature 40deg below zero.

For 21 days we

lost our way:

we were badly frozen

and suffered greatly from hunger.

The Chukches were unfriendly until we were near the

Straits.

The journey from Kolymsk, which

was made in a sleigh drawn by dogs, oc-

curred seven weeks.

We then remained

for five weeks at East Capo, where we

had a bad time.

Owing to the drunken crew

indulged in by the Chukches, we came into

collision with these people,

in the course of

which one white man and two natives were

killed.

Finally, we were taken off by the

cutter *Theba*,

which landed us on the ice

five miles from the shore, at Cape Prince of Wales.

The ship was quite unapproach-

able for the ship.

It was a perilous pas-

sage of four hours over floes and open water.

We landed in America on June 19, just

six months after leaving Paris.

The railway

project is quite feasible, except for the

mountains of Varkhuyansk.

PROMPT ACTION.

IS most annoying, and should not be

neglected.

Chamberlin's Cough Re-

medy will relieve the lungs, make expec-

toration easy, effect a quick cure, and

leave the system in a healthy condition.

It is quickly and effectively

absorbed.

STEARNS' COUGH CURE

is just the thing for this, as it is always

dry and effective.

Wholesome from A. S.

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MEMOS. FOR TO-MORROW.

Meetings

11.30 a.m. Extraordinary Meeting of Shareholders of Queen Mine, Ltd., at the Company's Offices.

Mem. Extraordinary Meeting of Shareholders of Oliver's Freehold Mines, Ltd., at the Company's Offices.

General Memoranda.

SATURDAY, AUGUST 23.

2.30 p.m.—Auction of Household Furniture, at the Residence of Mr J. M. Beattie, "Strawberry Hill," Peak.

TUESDAY, AUGUST 26.—

Goods per *Kintok Castle* not cleared at Noon on this date subject to rent.

WEDNESDAY, AUGUST 27.—

Meeting of Shareholders of The Hongkong Hotel Company, Limited, at Company's Hotel.

Goods per *Lander Castle* undelivered after this date subject to rent.

Goods per *Concord* not cleared at 4 p.m. on this date subject to rent.

THE REVENUE OF CHINA.

A. S. KELLY & CO. ARTICLES,
Reprinted from "The China Mail,"
WITH AN APPENDIX.

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THE HONGKONG DOCKS.

MARCH, 1901.
Hickory, Dickory, Dock!
Swingest and safest of docks!
If you buy them stocks,
You are sure to make loads.
Hickory, Dickory, Docks!

APRIL, 1901.
Hickory, Dickory, Dock!
Waddles are nearing the rocks,
And losing their all
Because of the fall:
Hickory, Dickory, Docks!

AUGUST, 1902.
Hickory, Dickory, Docks!
Buyers are rending their locks
Because D. B. Brown
Keeps the dividend down:
Hickory, Dickory, Docks!

CORRESPONDENCE.

THE DOCK COMPANY.
To the Editor of "THE CHINA MAIL".
Hongkong, August 21.

Sir, It is gratifying to see "A Shareholder" express his views and as another shareholder, I will, with your permission, Mr. Editor, express mine. In the main, I agree with "Shareholder's" opinion, but not on one point, namely, with regard to the pricing by the Staff. Granted that at present it is more efficient, anyone who knows anything about docking and ship repairing is aware that it is mostly either a faun or a foal. We have had the faun, and the foal may follow any day. When work is abundant, the foremen are expected to be on duty night and day. I have known men to be six weeks without being outside the yard gates. An influx of business may come any moment, and we must have a staff on hand to be ready to work with it. Then, again, it must be remembered that we are not in Europe or America. Admitting that these men are overrated as to their loyalty and qualifications, they would not be easily replaced when urgent service is required. They are mostly imported, and have left good situations at home to take up what appeared more remunerative employment here. The idea then, of discharging wholesale immediately trade falls off is impracticable. Moreover, it is not their fault that things are slack, and the human element ought to be considered.

I hold no brief for the Dock Co.'s staff, in fact, have always overpaid and over-rated, but I know that if once strict supervision over the native staff is relaxed the reputation of the Dock Co. for good work will vanish into dust. The Chinese are naturally good mechanics, but, nonetheless, it seems impossible to secure good artisans in Hongkong. All the most skillful either emigrate or start small shops of their own. Higher wages do not tempt them to remain in European employ. Every Chinaman is an individualist, and the moment he can raise the capital he is off for fresh fields and pastures new. The Dock Co.'s workshops are training grounds for these men, and unless a sufficient staff of overseers can keep the quality of the work turned out will deteriorate to such as the native shops now produce.

The reform required is in the matter of salaried posts. At present, a "green" hand is promoted into the backbone. He is probably a first-class tradesman, but knows nothing about estimating, and especially local costs. When required to give a price for repairs, he asks a Chinese foreman how much he will do it, doubles it and then is his tender! The native foreman gets anything he asks, and sends Mrs. Boss a handsome present at Christmas.

It is natural for Directors to have an interest in the interests of shareholders in Hongkong Companies. But, when one is in the hands of speculators, who only hold them for the fluctuations of the market, it is natural to expect that any Board of Directors ever seriously consider the interests of shareholders as such. But if the Dock Board were the smart business men the Chairman at the meeting claimed to be, they would have led down a little more easily and so avoided that catastrophe.

It is idle to accuse any Board of Directors of using their knowledge for their own personal gain in dealing with shares, and to boom or depress them accordingly. They do it; and as about the same dozen of men sit on most of the Boards in this Colony they stick together, and in and back to each other. In their own estimation they may be doing a great service to business; but somehow unprincipled shareholders do not always appreciate the fact. At least, two of the shipping companies whose heads sit on the Dock Board have made awful blunders during the year.

Some of the Directors laid claim to be large and consistent supporters of the Dock Co. Where else could they have sent their ships? And who gets the bonus to contributing shareholders? Who gets the bonus to know how much of this bonus is returned to the shipowners who really contribute the work, and whether the Directors' fees would be an incentive to guaranteed constant support if the bonus was non-existent?—Yours truly,

WHEELS WITHIN WHEELS.

Our correspondent will observe that one passage has been struck out of his letter. It is scarcely necessary to remind correspondents that they should be careful in imputing unworthy motives to individuals.—E. C. M.

Premier and Pace-Maker.

When the new Prime Minister left the House of Commons at half-past seven last evening, (says the *Daily Express* of 15th ult.), his first act was one that created amusement to a cluster of admirers. He espied a splendid-looking automobile, by the side of which a youth in uniform was standing. Gaily patting the boy on the shoulder, he asked: "Tell me, is this a 23-h.p. Darracq?" The Prime Minister moved off with a smile, whereupon a Unionist M.P., who was standing with the group of onlookers, told a story to the effect that only a short time ago Mr. Balfour left the House, and set off towards Knightsbridge in a motor car. After a while he noticed in the rear a cyclist pedalling for all he was worth. "Shall we pass you?" shouted out Mr. Balfour gaily. He did not receive any immediate reply, but about another mile along the road, he knew the reason why, when his driver was ordered by a couple of constables to pull up, and the energetic cyclist, mounted by a policeman who had been taking records of the speed of the distinguished pace-maker.

SUPREME COURT.

Interesting Legal Point Threshed Out.

To-day, before the full Bench, sitting in Appellate Jurisdiction at the Supreme Court, a number of interesting points relating to procedure in the matter of appeals from Magistrates' decisions were raised by Sir H. Spencer Berkeley, K.B.E., Attorney General, and carried triumphantly against the opposing force of Mr. K. H. Sharp, K.C., and Mr. M. W. Slade, barrister-at-law, who throughout the entire argument, which lasted for two hours, drove their spears against an impenetrable coat of mail and ultimately retired crushed and beaten before the clubs wielded by the new Attorney General.

The argument arose in connection with motions for leave to appeal against a decision given by Mr. F. A. Hazelton, at the Magistracy, on 4th July last, when three Chinese, named Chan Chi, Li Sung Chung and Lui Yiu, were prosecuted by Detective Sergeant W. Morrison and J. J. Watt on a charge of unlawfully keeping a gaming house at No. 15, Gilman Street, and convicted and sentenced, the first prisoner to six months' imprisonment and a fine of \$100 or an additional three months, and the second and third prisoners to pay fines of \$50 each or suffer three months' imprisonment. The motion was based on the ground that the conviction of the offenders was erroneous in point of law only in Mr. Slade's case (that of the third prisoner). Mr. Sharp was instructed by Mr. Bruton, solicitor, and Mr. Shadie by Mr. D. Almada, solicitor, the Attorney General being instructed by Mr. Dennis, Crown Solicitor.

The Attorney General said he appeared on behalf of the Magistrate who convicted him of the offence of keeping a gaming house, and he desired to take preliminary objections to the hearing of the motions. There was nothing more clearly established as a rule than that, where a statute gives the right of appeal, the requirements of the statute concerning the trial must be strictly observed.

The hearing of the appeal can be delayed by the hearing of the appeal, but the first objection applied equally to Mr. Slade and Mr. Sharp. He submitted that the Full Court had no power to entertain a motion for leave to appeal from a Magistrate either on a question of law or a question of fact. Leave to appeal to the Full Court had to be granted by the Magistrate who had heard the case. Ordinarily, No. 14, 1890, which conferred jurisdiction upon the Courts to grant any leave to appeal to the Full Court, did not cover the hearing of the appeal, but the third objection applied equally to Mr. Slade and Mr. Sharp. He submitted that the Full Court had no power to entertain a motion for leave to appeal from a Magistrate either on a question of law or a question of fact. Leave to appeal to the Full Court had to be granted by the Magistrate who had heard the case. 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THE CHINA MAIL.

THURSDAY, AUGUST 21, 1902.

Shipping.

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OSTASIASTISCHER FRACHTDAMPFER DIENST.

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SUBJECT TO ALTERATION.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. C. Ford, Agent, Capt. Fuchs, Freight.

28th August, 1902 Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Königsberg, Capt. Mayer, Freight.

10th September, 1902 Freight and passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Bremen, Capt. Kirchner, Freight.

24th September, 1902 Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Frisia, Capt. Prochn, Freight.

8th October, 1902 Freight.

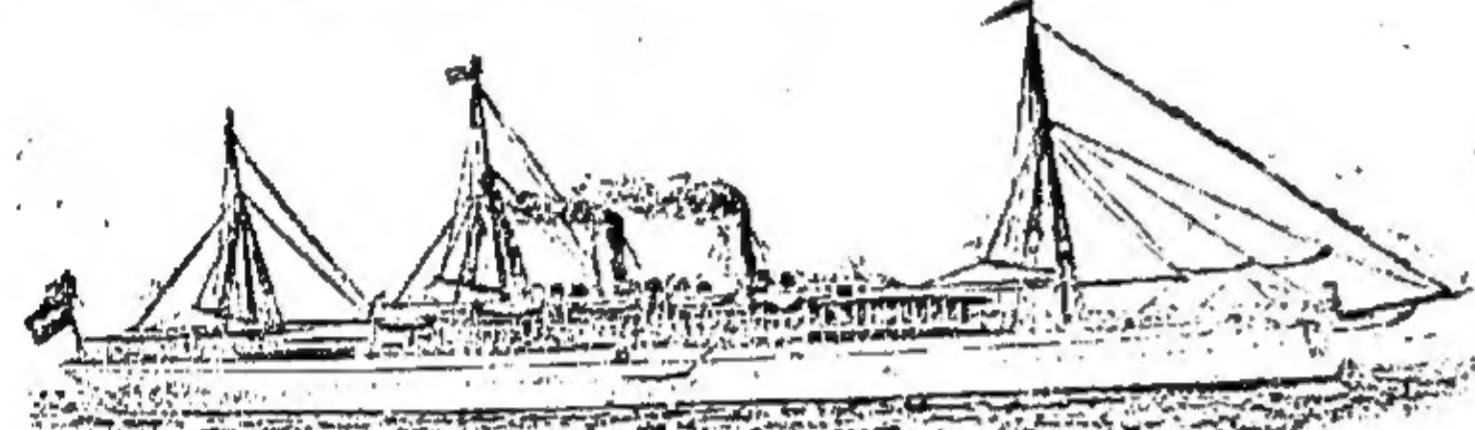
For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,
Queen's Building, No. 1.

1500

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

ON via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

Safety—Speed—Punctuality.

Twin Screw, tonnage—6,000 Tons—10,000 Horse power—Speed 18 knots.

Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

R.M.S. EMPIRESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R., WEDNESDAY, Aug. 27.

R.M.S. TARTAR...Comdr. E. BEETHAM, R.N.R., WEDNESDAY, Sept. 10.

R.M.S. EMPIRESS OF JAPAN...Comdr. H. PYBUS, R.N.R., WEDNESDAY, Sept. 24.

R.M.S. ATHENIAN...Comdr. H. MOWATT, WEDNESDAY, Oct. 8.

R.M.S. EMPIRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, Oct. 22.

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage to YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connections at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHARGE. Close connection is made at Montreal, Quebec, Halifax, N. S., New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers can travel through all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of British and Japanese Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the beauty of MAGNIFICENT MOUNTAIN AND LAKE SCENERY throughout the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

Special Extra Service.

The Company's Extra Steamships 'ATHENIAN' and 'TARTAR' have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings.

In addition to the excellent First Cabin Passenger accommodation, the 'ATHENIAN' takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Steerage. The 'TARTAR' takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
PEDDER STREET, 1112

Hongkong, August 7, 1902.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SHIPS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, KOBE & YOKOHAMA; FOR
PORTLAND, OREGON,

BY AGREEMENT
IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. HONGKONG.

INDRASAMBA..... Alfred Horsfall September 13, 1902

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, 18th August, 1902.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Destinations. Sailing Dates.

TAMBA MARU, Marseilles, London and ANTWERP, Via SINGAPORE, PEK.

J. W. WALE, SATURDAY, 23rd Aug., Daylight.

RIOJUN MARU, VICTORIA, B.C., and SEATTLE U.S.A., Via SHANGHAI, MOJI,

N. OHNO, KOBE and YOKOHAMA. MONDAY, 25th Aug., at 4 p.m.

KAMAKURA MARU, KORE and YOKOHAMA. H. PETERSEN,

KUMANO MARU, NAGASAKI, KOBE and YOKOHAMA. E. W. HASWELL,

KASAGA MARU, SYDNEY and MELBOURNE. H. FRASER,

IYO MARU, VICTORIA, B.C., and SEATTLE U.S.A., Via SHANGHAI, MOJI,

S. J. G. PARSONS, KOBE and YOKOHAMA. S. J. G. PARSONS.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GULF, NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, Manager.

Hongkong, August 16, 1902.

Shipping.

OCEAN STEAMSHIP COMPANY

FROM	OUTWARDS.		DATE
	STEAMERS	STEAMERS	
GLASGOW AND LIVERPOOL	DIOME	28th August.	
GLASGOW AND LIVERPOOL	JASON	3rd September.	
GLASGOW AND LIVERPOOL	NESTOR	13th September.	
GLASGOW AND LIVERPOOL	MACHIAW	18th September.	
GLASGOW AND LIVERPOOL	KARROW	18th September.	
GLASGOW AND LIVERPOOL	ACHILLES	25th September.	

FOR	HOMEBWARDS.		TO NAIL
	STEAMERS	STEAMERS	
LONDON	ANTERO	2nd September.	
LONDON	DARDANUS	16th September.	
LIVERPOOL DIRECT	PYRHUS	20th September.	
(Taking Cargo at LONDON Rates)			
LONDON	DIOME	30th September.	
LONDON	JASON	14th October.	

For Freight, apply to HONGKONG, August 20, 1902.

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

2:02

REGULAR SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(With Liberty to Call at PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SENECA About 18th August.

For Freight and further information, apply to

E. A. DEWEITT, Superintendent.

Hongkong, August 16, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

CHINA NAVIGATION CO., LIMITED.

HONGKONG, August 16, 1902.

REGULAR SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(With Liberty to Call at PHILIPPINE PORTS.)

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon passengers carried at SPECIALLY REDUCED RATES; particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"TSNAN" leaves on 23rd Aug.

"CHANGSHA" 2nd Sept.

"CHINGTUNG" 29th Sept.

"TAIWUAN" 24th Oct.

Superior accommodation furnished with Electric Light throughout—Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage—Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., Ltd.

Hongkong, August 1, 1902.

REGULAR SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(With Liberty to Call at PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SENECA About 18th August.

For Freight and further information, apply to

A. L. VALENTINI, Agent.

Hongkong, August 16, 1902.

REGULAR SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(With Liberty to Call at PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SENECA About 18th August.

For Freight and further information, apply to

E. A. DEWEITT, Superintendent.

Hongkong, August 15, 1902.

REGULAR SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL

(With Liberty to Call at PHILIPPINE PORTS.)

PROPOSED

Notices to Consignees.

BARBER LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP LOWTHER CASTLE,
FROM NEW YORK, STRAITS, AND
MANILA.

CONSIGNEES of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY LTD., at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 27th Inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 20th Inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 27th Inst., at 11 a.m.

No fire insurance has been effected. Bills of lading will be countersigned by

DODWELL & CO., LTD.,
Agents.

Hongkong, August 20, 1902. 1720

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship PRINZESS IRENE,
OF THE NORDDEUTSCHE LLOYD,
having arrived, Consignees of cargo are hereby informed that their goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY LTD., Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 p.m.

No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after 20th Inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Tuesday, the 26th August, at 9:30 a.m., and Thursday, the 28th August, at 9:30 a.m.

All claims must reach us before the 2nd September, or they will not be recognized.

No fire insurance has been effected.

Bills of lading will be countersigned by the undersigned.

NORDDEUTSCHE LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, August 20, 1902. 1713

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER GANDAII.

FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

CONSIGNEES of cargo by the above-named vessel are hereby informed that their goods are being landed and placed in their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY's Godowns at Kowloon, whence delivery may be obtained.

This steamer will discharge her cargo at Kowloon, whence delivery may be obtained.

Optional goods will be landed here unless instructions are given to the contrary before noon to-morrow.

Goods not cleared by the 27th Inst., at 4 p.m., will be subject to rent.

No fire insurance will be effected in any case whatsoever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company who will survey goods at 11 a.m. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognized.

E. A. HEWETT,
Superintendent.

Hongkong, August 20, 1902. 1723

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.'S
STEAMER PARRAMATTA.

FROM BOMBAY, COLOMBO AND
STRAITS.

CONSIGNEES of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY's Godowns at Kowloon, whence delivery may be obtained.

This vessel brings cargo from Trieste ex s.s. Prince Ferdinand.

No claims will be admitted after the goods have left the Godowns, and all claims must be sent in to the office of the undersigned before noon, on the 27th August, or they will not be recognized.

No fire insurance has been effected, and all goods remaining in the Godowns after the 27th Aug., will be subject to rent.

Bills of lading will be countersigned by

SANDER, WIELER & CO.,
Agents.

Hongkong, August 20, 1902. 1716

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.'S
STEAMER PARRAMATTA.

FROM BOMBAY, COLOMBO AND
STRAITS.

CONSIGNEES of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY's Godowns at Kowloon, whence delivery may be obtained.

This vessel brings cargo from

FROM LONDON &c., on s.s. INDIA.
From AUSTRALIA ex s.s. OCEAN.

From PERSIAN GULF ex s.s. KILWA and
PEMBE.

Optional goods will be landed here unless instructions are given to the contrary before 2 p.m. to-day.

Goods not cleared by the 21st Aug., at 4 p.m., will be subject to rent.

No fire insurance will be effected by me in any case whatsoever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey goods at 11 a.m. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognized.

E. A. HEWETT,
Superintendent.

Hongkong, August 20, 1902. 1723

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Hongkong, August 20, 1902. 1723

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